

On sloping ground it is immaterial what level is assumed; there being a choice of cutting, consequently, there can be but little difference of expense between any two lines.— From these considerations, I certainly do not think it more difficult or expensive to construct the Rail Road now, than it would have been, had the independent location of Roberts been adhered to.

Answer to the 15th interrogatory.—The determination to change the independent location of Roberts was made after a full examination of the subject, and originated in considerations of security to the work and economy of construction. There had been several locations for the Canal, along this ground, made at different times, and by different persons; as, the United States Engineers, Geddes and Roberts, Mr. Cruger in 1828, and subsequently by Mr. Roberts. The present location approximates to those made by Geddes and Roberts, and that by Mr. Cruger. At Miller's Narrows, and at the Upper Point of Rocks, I am of opinion that if the Canal had been permitted to remain as established by the independent location of Roberts, the high floods of the river would have overtoped the banks of the Canal. Without, therefore, intending to impute error to Mr. Roberts, I feel satisfied that the present location of the Canal is better calculated to ensure safety and economy.

Answer to the 16th interrogatory.—The outer wall of the Canal, at the difficult passes, would, on any location, protrude into the river. The present position of the Canal, and its banks, is essential to a combination of security and economy.

Answer to the 17th interrogatory.—This is replied to in my answer to the 4th interrogatory.

Answer to the 18th interrogatory.—The dimensions of the Monocacy Aquaduct, are unknown to me; and the least inclination of any wall on the Canal, is 3 inches base to the foot rise.

Answer to the 19th interrogatory.—I do not possess the means of replying to this interrogatory.

STATE OF MARYLAND,
FREDERICK COUNTY, Sc.

On this 30th day of January, 1833, personally appeared Thomas F. Purcell, Engineer of the Chesapeake and Ohio Canal Company, and made oath, that the matter and things stated in the foregoing answers to interrogatories put to